

RUSSIA AND ENGLAND.
A Quadruple Alliance.

St Petersburg, May 5.—The idea that the Anglo-French entente, which has been of incalculable value to the cause of peace during the last twelve months, might be expanded after the conclusion of hostilities into a quadruple alliance has been the subject of considerable quiet debate in political and diplomatic circles here during the last week. Such a consummation is recognized as being in the highest degree desirable, but difficulties arose when an attempt was made to discover common interests that might serve as a basis for the union of the four Powers and for the exclusion of all others. It is pointed out that an alliance of the four Governments would be of so general a nature as to approach the character of a Concert of Powers wherein all others could equally participate—that is, all others interested in the sphere in which the alliance would be effective.

On the other hand, there are indications that a re-arrangement of the Powers in another fashion is equally possible. The readiness of Berlin financiers to supply the war funds refused in Paris is considered to be an excellent weather vane. Some diplomats believe that the Dual Alliance, which always bore the character of a "marriage de convenance," will lose a large part of its attractiveness to Russia as soon as it is apparent that France no longer desires to pay the price. It is further recognized that the increasing internal difficulties of Russia would naturally cause the autonomy to seek support, not in an alliance with three countries where constitutional freedom obtains, but from neighbours among whom autocratic principles survive. Russia and Germany have in common two principal sources of anxiety—Socialists and the Poles. Germany will not attack Russia, because she wants no more Poles; Russia could not attack Germany if she desired to do so. Consequently, a certain section of diplomats regard the growing intimacy between these two Governments as inevitable, and believe it will soon become so close that there will remain no room for a dual alliance, or any alliance of any sort from which Germany is excluded. The further reflection that Russia and Austria are both reasonably content with their agreement respecting the Balkan Peninsula leads naturally to the thought of the revival of the "Three Emperors" alliance. It is admitted that this revival need not necessarily prevent a good understanding between Russia and other Powers, such as Great Britain, regarding Asia. But it is pointed out that Great Britain and Russia could settle their Asian differences far more easily before Germany secured a footing in Turkey than after. Whilst the feeling against Great Britain now finds less violent expression than in the earlier stages of the war, it is unable to discover that it has not been diminished.—Standard.

CLARK'S
B. 41.
PILLS.

A Warranted Cure for all Acquired or Constitutional Disorders from the Urinary Organs, in either sex. These Pills also cure Gravel, Gout, Rheumatism, and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Druggists throughout the world.

Intimations.

KOWLOON BOWLING GREEN CLUB.

A SPOON COMPETITION will take place on the GREENS, Austin Road, on MONDAY, 12th June, at 4.30 P.M.

A. R. KINROSS,
Hon. Secretary.

Hongkong, June 9, 1905. 1159



GOVERNMENT BILLS.

TENDERS FOR SPECIMEN BRITISH AND MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on the 14th June, 1905.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The Tenders to be in duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS." The right to accept or reject any or all of the tenders is reserved. Copies of Forms of tender can be had on application.

F. H. HAYNES, Colonel, A.P.D.,
H.M. Treasury Chief Officer.
His Majesty's Treasury Office,
Fletcher Street, Hongkong,
June 8, 1905. 1121

HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Registered Office of the Company, Alexandra Buildings, on TUESDAY, the 20th instant, at 12.30 P.M., when the subjoined Resolutions which were passed at an Extraordinary Meeting of the Company, held on Saturday, 3rd of June, 1905, will be submitted for confirmation as Special Resolutions:

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorized to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY," LIMITED, with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of £200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of Shareholders of this Company and to enter into all necessary Agreements to that effect.

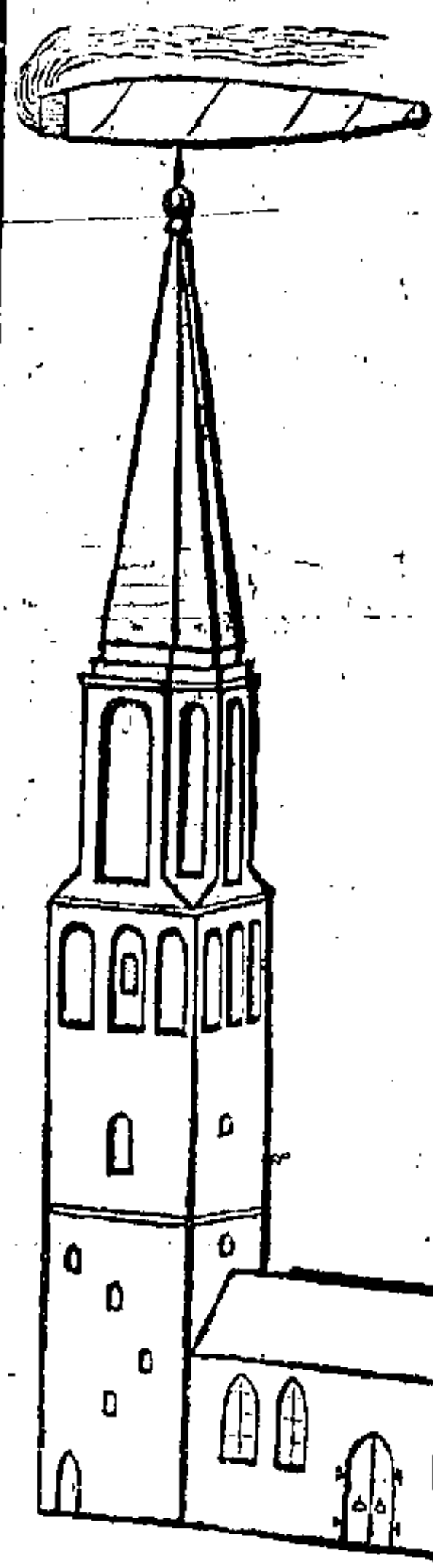
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905. 1105

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.
1561

Intimations.

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CIGARS

ALWAYS ON THE TOP!

A STANDARD OF
EXCELLENCE FOR DIS-
CERNING SMOKERS.

EVERY CIGAR WILL
GIVE YOU HAPPINESS
FOR AN HOUR.

THE SIGNATURE OF
DRESSELHUYS

AND
NIEUWENHUYSEN.

ON EVERY BOX.

SOLE IMPORTERS—

THE

HOLLAND-CHINA TRADING CO.,

HONGKONG, SHANGHAI AND

TIENTSIN.

FOR SALE BY ALL THE PRINCIPAL CIGAR DEALERS.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S
MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females
and the Sick.

Sickness of Pregnancy.

To Let.

TO LET.

A BUILDING at CATSWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

PLANTS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, Corner SAUPEUR ROAD (near Blake Pier).

GODOWNS PRAYA EAST.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, March 7, 1905. 1079

TO LET.

SHOP, No. 14, QUEEN'S ROAD CENTRAL.

First floor, No. 12, QUEEN'S ROAD CENTRAL.

Second floor, Nos. 12 & 14, QUEEN'S ROAD CENTRAL.

Apply to

S. BISNEY,

Hongkong Hotel.

Hongkong, June 7, 1905. 1120

TO LET.

SEMI-DETACHED VILLAS Two in Garden Road near the Ferry with fine Bright and Airy Rooms. Gas and Electric Bells laid on. Commanding fine view of the Harbour. Rents very moderate.

Apply to

H. RUTTONJEE,

36 & 37, Elgin Street, Kowloon.

Hongkong, June 6, 1905. 1113

SUITABLE FOR OFFICES.

Apply to

LAUTS, WEGENER & CO.

Hongkong, March 3, 1905. 1074

TO LET—FURNISHED.

BLUE BUNGALOW, PEAK ROAD.

Apply to

A. W. BREWIN,

Registrar General's Office.

Hongkong, May 29, 1905. 1002

TO LET.

IMMEDIATE POSSESSION. No. 2, Selbourne Villas (No. 10, Kennedy Road)—AN 8-ROOMED HOUSE. Servants' Quarters detached—lately renovated throughout.

Apply to

MOK KOON YUK,

Comptroller's Office, Butterfield & Swire.

Hongkong, May 24, 1905. 969

TO LET—UNFURNISHED AT THE PEAK.

Apply to

WITH IMMEDIATE ENTRY.

LEE MUN, Barker Road, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The house is comparatively new and is in excellent repair, and splendid view of the Harbour and very convenient for Tramway Station at Plantation Road.

Apply to

RUSSO-CHINESE BANK.

Hongkong, May 2, 1905. 1073

TO LET.

MEIRION, No. 2, THE PEAK. Immediate Possession.

Apply to

E. JONES HUGHES.

Hongkong, June 5, 1905. 1099

To Let.

TO LET.

IN KNUESFORD TERRACE. A Comfortably FURNISHED FRONT BED-ROOM with Bath.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, May 6, 1905. 922

TO LET.

'PARKSIDE'—Kowloon, a SIX-ROOMED DETACHED HOUSE standing in its own grounds, facing the King's Park.

For particulars, apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, May 23, 1905. 1017

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

Moderate RENTALS.

Apply to

HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, February 20, 1905. 8

TO LET.

NO. 12, KNUESFORD TERRACE, KOWLOON.

Apply

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, May 4, 1905. 1077

TO LET.

IMMEDIATE POSSESSION.

ELEGANT SUITE ROOMS next to General Post Office in Queen's Road Central. Suitable for Offices or Dental Parlours, apply

Box No. 418.

Hongkong, April 24, 1905. 1078

TO LET.

2 ROOMS, on the Ground Floor of the Annex, from 1st September next, suitable for Office.

For particulars, apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, June 1, 1905. 1080

TO LET.

SMALL BUNGALOW containing Large Room, Dressing Room, Bath Room, Kitchen and Servants' Quarters, close to Plantation Road, Tram Station.

Apply to

Care of 'CHINA MAIL' Office.

Hongkong, June 7, 1905. 1119

TO LET.

AN UNFURNISHED ROOM and BATHROOM, suitable for a Bachelor, at No. 3, DUNDAS STREET.

Also a GODOWN, Cheap Rental.

Apply to

MEWEN, FRICKEL & CO.

Hongkong, May 5, 1905. 1076

TO LET.

WOODBURY, Garden Road, Kowloon, DETACHED HOUSE and GARDEN. Moderate Rental, Possession 1st June, 1905.

Apply to

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, May 23, 1905. 1018

Intimations



MITSUBISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAKASAKI, MOI, KORE, KARATSU

AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. THOMP.

HONGKONG: H. J. JEFFRIES.

YOKOHAMA: M. ASADA.

CHINKIANG: GEARING & CO.

MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Nanzatsu and Kamitama Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzon Coal.

Sole Agents for Rigo, Komatsu (Tagawa) and Yashimochi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905. 77

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Office, St. George's Building, No. 6, Victoria Road, Kowloon, on WEDNESDAY, 21st June, 1905, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, June 9, 1905. 1130

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the Company's Office, St. George's Building, No. 6, Cornhill Road, Victoria, on WEDNESDAY, 21st June, 1905, at a quarter past eleven o'clock A.M., when the subjoined resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened, and in the event of it being confirmed the shares will be offered to Shareholders in the Register on the Eight day of July in proportion to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

RESOLUTION:

That the capital of the Company be increased to \$500,000, by the creation of 20,000 new shares of \$10.00 each.

Hongkong, June 9, 1905. 1131

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL' HONGKONG.

A. E. O. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1905. 663

TO LET.

WITH IMMEDIATE POSSESSION

at the 'FOREST LODGE,' Caine Road.

Apply to

H. N. MODY.

Hongkong, May 2, 1905. 1073

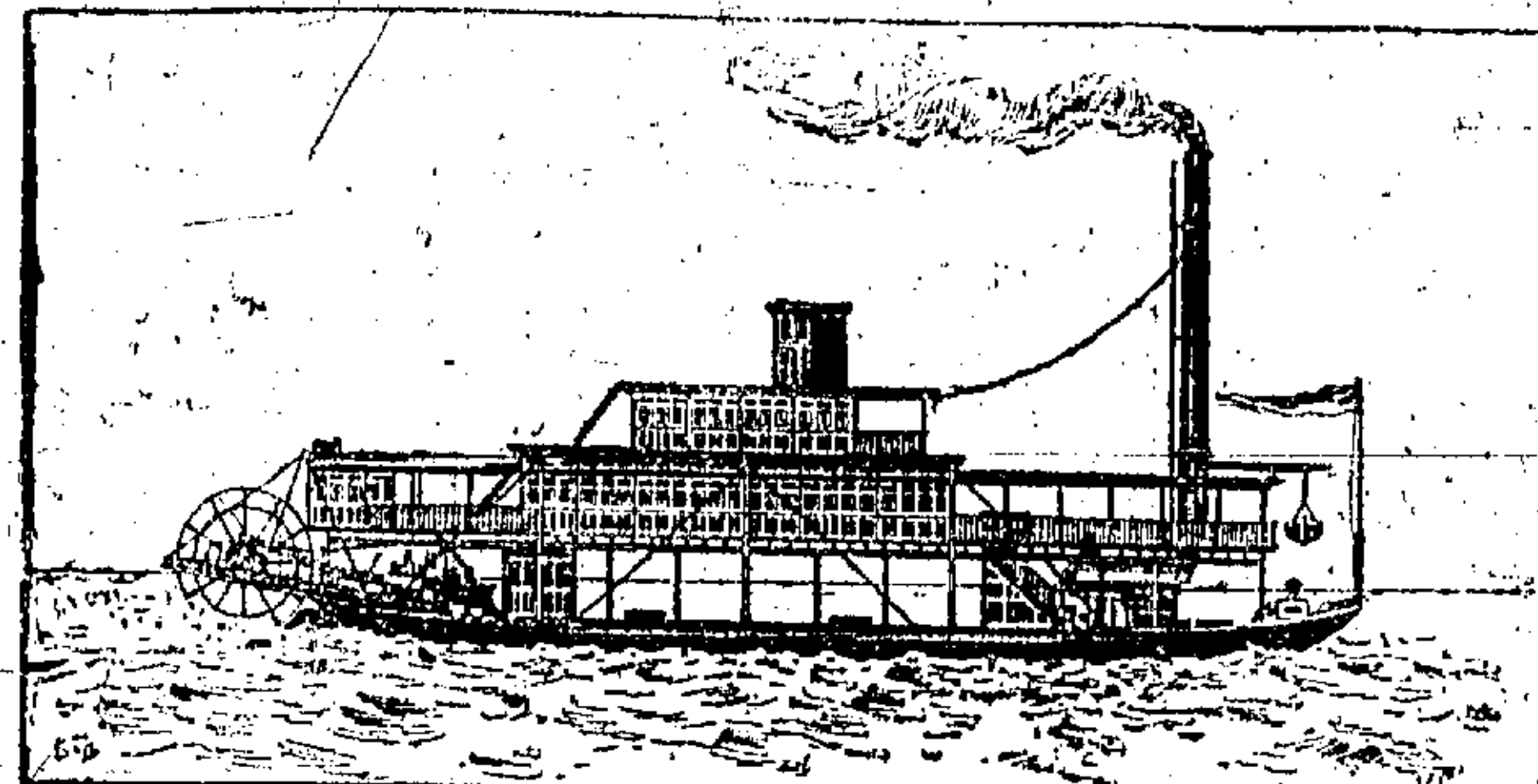
TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable for Boarding House, 12-ROOMS. Moderate Rent. For Particulars, apply to

Care of 'CHINA MAIL' Office.

Hongkong, April 25, 1905. 389

YARROW'S SHALLOW DRAFT STEAMERS.



STEAMWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
POPULAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S

BY SPECIAL WARRANT PURVEYORS TO H.M. THE KING.

Celebrated Oilman's Stores

Dr. J. COLLIS BROWNE'S

CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE.)

COLDS,
COUGHS,

ASTHMA,
BRONCHITIS.

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is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery.

effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Menstrualitis, &c.

Always ask for 'Dr. J. COLLIS BROWNE'S CHLORODYNE,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr. J. COLLIS BROWNE'S CHLORODYNE' on the Government Stamp of each bottle.

Sold in Bottles at 1/1, 2/9, and 4/6 each.

Ask for TANSAN

A NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

For Case of 48 Bottles \$4.50
For Case of 100 Bottles \$8.00

**Crisp,
Delicious,
Invigorating.**

Drink
the
World

Renowned

Nerve and

Muscle

Strengthened.

THE Original and Genuine T. Clifford
Wilkinson's
ACTS gently, Acts pleasantly, Acts
beneficially.
NOTHING like it, for depressed
Spirits.

SIMPLY marvellous.
AND worth its weight in Gold.
NOTHING can eclipse its popularity

TANSAN

Can be obtained at all 1st Class
HOTELS and BARS in the FAR
EAST.

Beware of fraudulent
IMITATIONS

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA
BUILDINGS.

NEW

SICILIAN

ALPACAS

FOR

SUMMER COWNS,

in Grey, Brown, Fawn,
Navy and Light Colors.

'Eclipse'

DRESS
LINENS

in Navy Blue, Butcher
Blue, Light Blue, Green,
Dark, Red and Fawn.

AT

75 Cts. per yard.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED.

HONGKONG.



TRADE MARK.

Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Coops. & per doz.	per doz.
Co. Ale 8 Pts.	\$16.00 \$2.10
Base, Light	
Gravety Ale 4 Pts.	18.00 4.50
Do. 8 Pts.	20.00 2.50
Base, Dark	
Head 8 Pts.	28.00 3.30
Amstel Pilsener 4 Pts.	16.50 4.15
Do. 8 Pts.	16.50 2.75
Prinz Ludwig	
Pilsener 6 Pts.	16.00 2.70
Munich, Dark 4 Pts.	16.50 4.15
Do. 8 Pts.	16.50 2.75
Blatz, American 6 Pts.	27.00 4.80
Do. 10 Pts.	28.00 3.85
Yokohama, Japanese	
Light 8 Pts.	15.50 2.00

BOTTLED STOUT.

Ind. Coops. & per doz.	per doz.
Guinness, Dark 8 Pts.	\$ 8.50 \$2.35
Head 4 Pts.	19.00 5.00
Guinness, Dark 8 Pts.	24.00 3.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR MONDAY.

Miscellaneous.

Exchange Banks Close.

Insurance Offices Close.

General Memoranda.

Tuesday, June 13.—
3 p.m.—Auction of Valuable Leasehold
Property at Messrs Hughes & Hough's
Sales Rooms.

Wednesday, June 14.—
11 a.m.—Government Bills received by
Chief Postmaster, Army Pay Depart-
ment.
3 p.m.—Auction of Store-ship *Humber*
on Board.

Thursday, June 15.—
2.30 p.m.—Auction of Postage Stamps,
at Mr Geo. Lammert's Sales Rooms.
Goods per *Jawa* not cleared at 4 p.m.
on this date subject to rent.

Friday, June 16.—
2.30 p.m.—Auction of Japanese Curios,
&c., at Messrs Hughes & Hough's
Sales Rooms.

Saturday, June 17.—
Transfer Books of China Light & Power
Co., Ltd., closed from this date to 21st
June inclusive.

Monday, June 19.—
3 p.m.—Auction of Household Property
at Messrs Hughes & Hough's Sales
Rooms.

Tuesday, June 20.—
12.30 p.m.—Meeting of Hongkong High-
land Tramways Co., Ltd., at the Re-
gistered Office.

Wednesday, June 21.—
11 & 11.15 a.m.—Meetings of China
Light & Power Co., Ltd., at the Com-
pany's Offices.



A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,

PERFUMERS, &c.

RECOMMENDED.

Watson's Prickly

Heat Lotion

A RELIABLE AND EFFICACIOUS

REMEDY.

Immediately relieves the irritation.

Watson's House-

hold Ammonia

FOR THE BATH, TOILET AND

HOUSEHOLD.

Promotes a healthy action of the skin,

counteracts all effects of perspiration,

and is as refreshing and invigorating

to the system as a Turkish Bath.

Watson's Carbo-

lic Soaps.

RECOMMENDED BY THE MEDICAL

PROFESSION.

A. S. WATSON & CO.,

LIMITED.

CHEMISTS BY APPOINTMENT TO

HIS EXCELLENCY THE

GOVERNOR.

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, SATURDAY, JUNE 10, 1905.

A FAVOURABLE BALANCE SHEET.

THE financial returns of the Colony for

the quarter January-March, 1905, are

published in the current issue of the

Government Gazette, and they indicate

that, whatever may be the condition of

trade and commerce outside Hong-

kong, the Colony itself is in a very

prosperous condition. The actual

revenue received (\$1,743,473.97) during

the quarter mentioned is \$344,414.70

in excess of that collected in the cor-

responding period of 1904, and what is

better still, the increase appears to be

general. Land sales are responsible

for a large proportion of it, viz.,

\$102,331.19, but the balance is well

distributed. The expenditure has also

increased, but not in like ratio. Ex-

penses totalling \$1,497,787.48, which is

\$27,966.33 more than was expended

for the January-March quarter, 1904,

but still the expenditure account is a

good deal less than the revenue, and so

long as that state of affairs is prevalent,

we need have no fear for the Colony's

future. On the statement before us it

would appear that Hongkong, on

March 31 last, was \$74,966.86 better

off than at the same date in 1904.

The Colonial Treasurer has the happy

knack of presenting a favourable

balance sheet each quarter and we

hope that such will long be the case.

The amount at the Colony's credit on

March 31 was, according to the re-

turns, \$716,190.83.

THE POWER OF THE INDIVIDUAL.

IN view of the achievements of Admiral

Togo, the tremendous influence which

one able far-seeing and resolute man can

wield over the destinies of nations, and

therefore over the personal lives of

individuals, is brought prominently to

our notice. The man makes the age.

It is true that the converse is not with-

out support, i.e., the age and opportunity

make the man. Goethe has remarked,

"It is always through a weakness—that

the greatest men are connected with

their generation." Generally speaking

however, a great man sets his impress on

the age in which he lives, and therefore

modifies after results. Whatever diverse

judgment, later writers, through pre-

judices or political proclivities, may have

passed on the motives of Oliver Crom-

well, there can be no doubt that the

influence of his life was tremendous, and

the result of his activities far-reaching.

Apart from the fact that he frustrated

the overbearing interference of king and

royalists in the affairs of the English

nation, and uprooted for ever any as-

sumption of the sovereign that this was

his divinely-received prerogative, he it

was who guided Great Britain into

her proper position, as a naval

power among the nations.

The Navigation Act, passed

in 1651, was framed upon his sug-

gestion, and from the passing of this

Act the rise of England as a naval

power may be dated. Not only so, but

by judicious foresight and patient

diplomacy, he established favourable

treaties with many of the countries of

Europe, and opened the way for the

maritime commercial ascendancy of

Great Britain, which she has retained

to this day. Of representative men,

whose views and will have changed the

current of events and made things exist

that were not, the Elder Pitt, or Earl

of Chatham, stands in the foremost

rank. Everybody knows that through

him, and it might be almost said that

through him alone, the foundations of

the British empire were deeply and

firmly laid both in the Eastern and

Western hemispheres. The imposing

structure which Duplex was endeavour-

ing to erect in India for the French,

was, indeed, overturned by Clive; but

this would have been impossible had

not the soldier been supported, hand

in glove, by the greater statesman.

The same remark may be made,

with equal justice, with regard to

the movements of the British in

the New World. When Wolfe

defeated Montcalm, on the Heights of

Abraham, and wrested from the French

the great dominion of Canada, he too

was animated and supported by the

personality of Chatham, without whose

support, in all probability, the achieve-

ments would never have been effected.

Indeed if Chatham had still been in his

prime and still invested with authority,

it is extremely improbable that the

territors in Boston harbour, would have

been anything more than a local distur-

bance, which would lead to the removal

of the grievance which justly irritated the

colonists. The life and work of Nelson

is eloquent of the same fact, and shows

what one resolute man can do, and what

at the same time he can prevent others

from achieving. That the ambitious

dreams of Napoleon were nothing more

than ephemeral visions, and his almost

finished work undermined and destroyed

was mainly owing to the inflexible

determination and splendid genius of

this one man. It is true that he was

supported by able and devoted captains,

but it was his spirit alone which animat-

ed the English, and led to the destruction

of the French ships in the Bay of

Aboukir, and of the French and

Spanish squadrons at Trafalgar. With-

out his victories who can say what the

historians of the world would have

chronicled, and what ideals of life

would today have been inspiring the

activities of the nations, and predom-

inating the thoughts of men? Among

those who have made history, given

elbow-room to his nation; indeed,

secured national and political freedom

for his people, Admiral Togo has

THE BATTLE OF TSUSHIMA.

FIRST DAY'S FIGHTING.

A Russian Account.

Yesterday afternoon our representative secured an interview with a gentleman who spent some hours on board the Russian cruiser "Aurora," early on June 4. He courteously supplied us with the following particulars:

"The three cruisers—"Aurora," "Oleg," and "Zemchug"—arrived in Manila harbour at nine o'clock on the night of June 3, and on the following morning I was permitted to board the "Aurora," where I saw Admiral Enquist.

"All the ships were more or less damaged but the "Oleg" had by far suffered the most. There were ten shell holes on her starboard bow alone, while on her port side there were two. All around the huge, gaping wounds caused by the shells were small perforations which appeared to have been caused by rifle fire. On putting a question to the Russian Lieutenant, with whom I was conversing, however, he informed me that the holes were not caused by small gun fire, but by splinters from the shells, which burst when they made impact with the ship. Neither of the three cruisers in Manila were at any time during the battle, near enough to be within range of rifles.

"The "Aurora" had an immense gash in her side, about two feet above the water line, amidships. It measured about 4 feet by 3 feet and would have proven dangerous had the "Aurora" met with anything approaching heavy weather, for the water would have simply poured in through this opening.

"The "Aurora" lost 21 killed and had 95 wounded on board. Among the killed was her captain, the top of his head being blown away while he was in one of the conning towers. This conning tower was about 5 feet 5 inches in height and was almost totally encased with armour. The only vulnerable portion of it was the space—running all the way round and about one foot wide—left for observation purposes. To protect this wire hawser had been placed round it leaving small loopholes through which those inside could see sufficient to steer by. The hawser did not go all the way round, but an opening—about the size of a fairly large port hole—was left on one side. Near this opening was a solid brass knob and it was a piece of this knob that, being struck by a splinter from a shell, caused the death of the captain. He was directing the operations of the vessel at the time and when the shell splinter struck the brass knob it sent a piece of brass flying into the conning tower. The metal whizzed past the head of the helmsman in the tower and struck the captain on the head, inflicting a gruesome wound. The Captain was not killed outright but lingered on for a few days. Before reaching Manila he was buried at sea.

"The "Oleg" lost 15 men killed and 30 wounded.

"The "Zemchug" had not, to all appearances, sustained anything like the damage the other ships had undergone. One shell blew away her centre funnel and one struck her on the side.

"The men on board—officers included—were in a very dirty state. Of soap there was absolutely none. The men's uniforms were grim and appeared never to have been washed. Since leaving Madagascar the men on the "Aurora" had not once stepped ashore, and they appeared to feel the effects of their long stay in the ship.

"Speaking with regard to the actual battle the Russian Lieutenant expressed the opinion that the success attained by the Japanese was in no small respect due to the practical invisibility of their ships. "They were painted a light bluish-grey colour," he said, "and we could not see them at all. The haze that was prevalent at the time aided the Japanese as well, for our ships stood out plainly, while theirs were dim and dull. We entered the Tsushima Straits on the early morning of May 27 and before long we sighted a Japanese man-of-war a long way off. By ten o'clock in the morning four Japanese cruisers were in sight and we opened fire on them. They did not remain long enough for us to inflict any damage on them for they turned and fled, and hardly before the reverberations of our cannon had died away they had gone. We continued along through the straits and for the next two hours nothing occurred to relieve the tension. About one o'clock, however, Japanese men-of-war began to appear from all directions. They came from both end of the straits, from each side of us—in fact we were in the centre of a ring of Japanese warships. In addition to large vessels, torpedo boats came out in large numbers; they were uncountable."

"Asked whether any submarines were utilised by the Japanese, he replied: "I cannot speak with direct knowledge as to that. There may have been submarines. One thing, however, I saw myself. One of our best battleships went down within five minutes after the engagement began. We had several narrow escapes from destruction ourselves, one in particular being very close. We were steaming along behind the "Oleg," keeping practically the same course. All at once we saw the "Oleg" change her course and signals were made to us. We did not grasp the situation at

once, but altered our course slightly. It was indeed fortunate that we did so, for almost within a minute we passed by a large spiked mine—only about a couple of yards distant. The light continued with unabated vigor until about five o'clock at night. There were so many Japanese torpedo boats darting hither and thither that we were compelled to steam round in circles to escape them. By this means we reached the southern entrance to the Tsushima Straits and then we left the scene of the battle and took up a southerly course, which ultimately brought us here."

"What damage did you see inflicted on the Japanese while you were there?" the Russian officer was asked.

"No no whatever, but, of course, they must have sustained severe injuries."

"When told that the official report gives the Japanese total losses as only three torpedo-boats, the Russian said:

"It is impossible; they must have lost many more than that."

"While the "Aurora" was endeavouring to leave the straits many shells passed in close proximity to her. A torpedo net was hastily hung up above the after main deck and bags of coal stacked in front of it to prevent splinters from shells flying down the decks. On the after-deck was a twelve inch gun and above it was a gatling. A shell struck the gatling. It was blown to pieces. A splinter from the shell struck the twelve inch gun and gouged a piece of steel from the barrel, leaving a hole large enough to place two fingers in."

THE BOYCOTT AGAINST AMERICA.

Action at Canton.

(From Our Correspondent.)

CANTON, June 9.

Some time ago we stated that a big meeting was held in Shanghai, to protest, on the part of the Chinese, against the severe restrictions which America is imposing against all immigration of all Chinese labourers within her borders. This agitation is now on foot, in Canton, and is quite as determined as that of Shanghai.

Three meetings have been held in the big Kwang Tsai hospital, one of the most representative of Canton's modern buildings. Workers have been appointed to receive information by letter. Others have been arranged to examine into the commodities which hitherto China has received from America. A further meeting is to be held next Sunday to report progress.

The Canton Times affirms that when the new American minister was in Shanghai recently, he was so exercised by the agitation then in evidence, that he called together a representative meeting of the leading Chinese business men, in order to urge them to reconsider their position, and promise to hold themselves open to further correspondence, and consultation.

The Cantonese say that all the world is interested in the agitation. American newspapers, which are apparently inimical to the severe repression now in vogue, are quoted, to support the contention of the leaders of this opposition, that this is an opportunity which must not be let slip. Americans should be disallowed residence in the interior of China.

A strong appeal is made to stand shoulder to shoulder, and to fight together, at all risks and at all costs, whereupon it is assumed that pressure can be brought to bear sufficiently powerful to enable those who are under these disabilities to have them removed. The business firms of America are reported already uneasy at this agitation, against the consumption of American commodities and comestibles.

We should say that the issue would be doubtful, do what the Chinese may. It is true if they stand together, as they have done in regard to the construction of their railway, they can without doubt make stir, and prevent things from running smoothly; but that they will be able to coerce America to their own views is to say the least doubtful.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:

On the 10th at 11.55 a.m. The barometer has risen in E. Japan, and fallen over S.W. Japan, the Loochoos and the coast of China.

An elongated depression lies over S. China and extends also over the Eastern Sea towards S.W. Japan.

Pressure is relatively high over N.E. Japan.

Gradients are moderate to slight, and moderate to fresh S. to S.W. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate S.W. winds; equal, but, showery.

STEAMERS HEADACHE CURE can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine handy.

Bowel Complaint in Children.

DURING the summer months children are subject to disorders of the bowels, and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by ALL Dealers. WATKINS & Co., Ltd., General Agents.

SPORTING.

International Cricket.

When the last mail left home the second match of the Australian tour had commenced. Commenting on the match against the Gentlemen Mr. Sewell (Essex) says:—

"Perhaps the match could not be taken too seriously as a test of our visitors' batting strength, for the bowling was never very formidable, although it was, with the exception of Messrs F. E. Jackson, Bosanquet, and Hesketh-Prichard, fully representative of the amateur strength of England to-day, but as a test of their bowling and fielding it possessed much interest. On this latter point it is safe to prophesy that the twelfth Australian team will prove itself the equal in batting and fielding of any that has ever toured in this country."

AUSTRALIAN AVERAGES.

At the end of the third match of the tour the averages of the Australian cricketers were as follow:—

	W.	R.	B.	A.	M.	S.	D.	F.	G.	T.	O.	U.	W.	R.	B.	A.	M.	S.	D.	F.	G.	T.	O.	U.
W. W. Armstrong	6	1	112	261	72.20																			
M. A. Noble	6	0	102	334	55.66																			
C. Hill	5	0	93	355	60.00																			
J. Darling	5	1	67	168	33.20																			
A. Cotto	5	1	43	124	24.80																			
A. McCull	5	2	42	122	24.40																			
R. Duff	5	0	64	145	29.00																			
V. Trumper	5	0	61	126	25.20																			
A. J. Hopkins	5	1	37	82	16.40																			
W. Howell	5	1	0	3	3.00																			
F. Laver	5	1	0	1	1.00																			
S. Grego	5	2	0	1	0.50																			
P. Newland	5	2	0	1	0.50																			

Billiards.

ROBERTS V. STEVENSON.

Commenting on the recent Roberts-Stevenson Billiard match, prior to its inception, the London Standard said:—"It is impossible to give any forecast, for it is probable that Roberts has not been seen at his best this season. Judging from the form shown by Stevenson in his recent matches, he is sure to give Roberts a good game, even if he fails to beat him. In his last three games with Dawson, Stevenson has on each occasion been a fairly easy winner. In particular, his great match which ended on Saturday, April 9, found him at the finish with a good margin of over 400. That he himself is fairly confident of victory there can be no doubt, if his eagerness to increase the stakes be considered. But the match cannot with justice be dismissed as a 'good thing' for Stevenson. Roberts, by his brilliant win over Osmond, has shown that he is not a mere 'one-trick pony' and that he is capable of doing something in hand at the end. In his match with Aikman, at Edinburgh, his general form was admittedly poor; but here, at times, he scored in wonderful fashion. One great player has even gone so far as to say that the match should end in favour of the veteran. But even if this does not turn out to be the case, he is sure to give an interesting exhibition."

An Expensive Stallion.

On May 6 it was announced, that Mr. C. D. Rose had disposed of the famous stallion Cylene, the purchaser being Mr. W. Bass, the owner of Sceptre, for the sum of £30,000. This is not a record price, for Mr. Blane paid 37,000s. for Flying Fox, at the sale of the late Duke of Westminster's horses. Cylene is a chestnut horse by Bonaparte, bred at the stud of Mr. C. D. Rose, and was foaled in 1895. Unfortunately, although he was undoubtedly the best horse of his year, he was not entered for any of the 'classic' races, but during the course of his three seasons on the turf he won nine of the eleven races in which he completed, his most notable victory being in the Ascot Gold Cup of 1898. This proved to be his last race, and he retired into the privacy of private life. In 1903 he was represented by two winning descendants—Cyclades and Helter Skelter—who each won a minor race. Last year his progeny did much better, his eight representatives winning twenty-six races of the aggregate value of £15,547. Of this amount Cicero took £2800 in four races, Polydorus £2353 in three races, and Cynan £1577 in three races. So far this season he has been represented by two winners—Cynthia and Sweet Mary—who have won five races of the aggregate value of £1144. The latter is probably the best youngster that has run during the present season.

International Boxing.

FEATHERWEIGHT CHAMPIONSHIP.

The boxing contest for the International Featherweight Championship of the World between Jabez White, of Birmingham, and the American champion, Jimmy Britt, took place on May 5 at Woodward's Pavilion San Francisco. At the end of the twentieth round the police jumped into the ring and stopped the contest. There was a scene of tremendous excitement. Britt was declared the winner. White fought on the defensive, and had better of the earlier rounds. He drew first blood, and was repeatedly cheered for his cleverness. In the twentieth round Britt, with a left hook on the jaw, floored his opponent. White lay for eight seconds, and then staggered to his feet, looking to the ropes. He then received right and left swings on the jaw. On reviving White made a speech to the effect that Britt was the better man.

Motor Boating.

A RECORD RUN.

After lying for a week at the Orkneys, the motor boat "Napier Major," which left the Thames on April 20, resumed her voyage on May 4 and made Lerwick Harbour on May 8, thus finishing a voyage of 750 miles, and making the longest non-stop run on record. The Napier Major had accomplished on May 5 something within 50 miles of her goal, but unfortunately the weather was so bad that she had to put back to the Orkneys. The engine had then run continuously for five days and nights without the slightest hitch, and the boat behaved splendidly throughout, the weather encountered was of the most tempestuous kind, heavy gales and thick fog being met, but she never shipped a drop of water, and when she reached Lerwick she was in first-rate condition, and her crew of four men were all well.

Beware of a Cough.

NOW is the time to get rid of that cough, for if you let it hang on no one can tell what the end may be. Others have been cured of their coughs quickly by Chamberlain's Cough Remedy. Why not try it? For sale by ALL Dealers. WATKINS & Co., Ltd., General Agents.

BY WHARF AND WAVE.

Since the beginning of the war the Nippon Yusen Kaisha has lost eleven vessels, aggregating 32,372 tons. These vessels have been lost in the Government service, sunk at Port Arthur, &c., or sunk by the Russians when acting as transports. In order to maintain their services, which run under contract with the Japanese Government, the fleet will have to be renewed, and as the compensation paid to the company by the Government in respect of the steamers lost is insufficient to build the new vessels required, the company will probably have recourse to a loan. The means for raising the money are not, however, yet decided upon.

The "King Alfred" armoured cruiser (Captain Godfrey H. B. Mundy), went ashore on May 5 just after her departure from Sheerness for the Mediterranean Station. She was completing preparations at the Nore, and is reported—although definite particulars are not yet obtainable—to have been swinging for the adjustment of her compasses when she took the ground on the Shoeburyness Sands. The engines were reversed, and an unsuccessful effort was made to steam off unaided. A private tug then went to her assistance, and Admiral Sir Hugo Pearson, Commander-in-Chief at the Nore, also sent out the Government tug "Diligent," which also attempted to tow off the stranded cruiser, but without success. The stern of the cruiser, which draws 20ft. of water, is afloat in deep water, but at least 250ft. forward, out of her total length of 500ft., is aground, the bows being about 10ft. out of the water. Admiral Pearson went out himself and boarded the "King Alfred," which is resting in a perfectly safe position. Late in the evening the whole of the tug attached to Sheerness Yard, together with the Chatham Dockyard tug "Meteor," left Sheerness to stand by the "King Alfred," in readiness to assist in towing her off as soon as the water rose.

She was successfully refloated about one a.m. on May 6. She has apparently sustained no damage. Admiral Sir Hugo Pearson, Commander-in-Chief at the Nore, supervised the operations, going out to the stranded warship in the Torstar tug. Four Government tugs assisted to tow the cruiser into deep water. The "King Alfred" left for the Mediterranean on the following day, after a careful examination by divers of her hull and underwater fittings.

The methods of foreign ship owners, especially with regard to tonnage measurement, have been creating considerable comment in shipping circles at home. On May 5 the Shipping Gazette published the following:

"The causes of the great and growing percentage of foreign ships at some of our North-East Coast coal ports, to which we have frequently drawn attention, are, in the main, causes which cannot well be controlled—at least without altering our whole fiscal and international policy, which would be an inexpedient and dangerous course to advise. We cannot, for instance, control the foreigner in buying his coals, &c., instead of c.i.f. in order to keep the freight in his own hands and provide employment for the ships of his own country, as he is now known to do in pursuance of a deliberate policy. Nor can we prevent his building up a merchant navy by buying second-hand British ships and working them cheaper than we could do ourselves. We have the power to prevent overloading, but it is a power which we rightly exercise with care and with absolute fairness to the foreigner. But we have not the power we should have to prevent him from buying a British ship, re-measuring her according to the standard of his own country, and, after removing her freeboard marks, send her back to this country carrying more cargo than she used to do under the British flag and paying less in port and harbour dues. Until this system of re-measurement is stopped British ships even in British ports are placed at an unfair disadvantage. It amounts to a discrimination against our own ships which we are inclined to think no other Power would permit. That this is one of the causes of the success of foreign competition in the coal-carrying trade no one who knows the facts will attempt to deny. It is, indeed, common knowledge in the North. Exactly the same thing is happening in the Bilbao trade, which is now steadily centring in Spanish hands, largely as a result of the buying up of old British steamers, and securing advantages for them under the Spanish flag which they did not possess before, though engaged in identically the same trade. France has met us fairly on this re-measurement question, but France is not, after all, a very strenuous competitor on the high seas. Why should not State representation be made to Norway, Sweden, Denmark, and Germany with a view to securing a measurement uniform with our own, or, if they refuse, why not insist on a British measurement in British ports? Our own ships in trading abroad have to submit to many onerous regulations of this kind; we on our part do not even insist on equality of treatment. We do not believe in harassing coastguards designed to keep out the foreigner, but it is altogether another matter to see that the foreigner is put on the same footing as our own shipsowners. The foreign shipowner, by his re-measurement, not only secures an unfair advantage in competing with British ships in our own ports, but our port and harbour authorities are losing many thousands of pounds annually which ought to be collected from foreign shipping."

HONGKONG SHARE MARKET.

In their weekly share report, dated 9th June, Messrs. Benjamin, Kelly and Potts state:—

Owing to the tightness of money and the general depression of the share market, but few transactions have taken place, and the special feature of the week has been a further heavy decline in Indo-Chinese.

Banks.—Hongkong and Shanghai Banks have changed hands in small lots at \$8.0, and close with more sellers. The London quotation has further advanced to £22. Nationals are unchanged at \$37.

Marine Insurance.—Cantons have been taken off the market at the further improved rate of \$325 at which figure more shares are offering. China Traders are still wanted at \$44, and Unions remain on offer at \$695.

Fire Insurance.—Hongkong Fires have found buyers at \$300. China Fires have hardened, and have been placed at \$87.

Shipping.—Hongkong, Canton and Macao Steamboats have again been looked at \$27. Indo-Chinese declined early in the week to \$102, but since the figures became known, confidence was restored to a certain extent and sales have been effected at improving rates up to \$106, but the market closes quieter with further sellers at this price. Douglas Steamships have risen to \$26 and are wanted. China and Manila remain quiet at \$24. We have heard of no transaction in Star Ferries, and quotations are unaltered. Shell Transports are steady at 23s. Shanghai Tugs have been sold at Tls. 60 for the ordinary shares; the preference keep firm with buyers at Tls. 48.

Refineries.—China Sugars have further depreciated in value and are to be had at \$218. Luzons have advanced to \$33 at which rate shares have changed hands. Peak Sugars are reported sold in the North at Tls. 71.

Mining.—Chinese Engineerings are easier and can be obtained at Tls. 73. Rauba have improved to \$23, and sales have taken place at this price.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have dropped to \$203 at which rate there are sellers. Farnham advanced to Tls. 163 but close weaker with sellers at Tls. 162. Kowloon Wharves are obtainable at \$103. Hongkong Wharves have been disposed of at Tls. 190 for July but close firm with buyers at Tls. 187, cash. New Anson Docks have been done at \$19 and are procurable at this rate.

Land, Hotels and Buildings.—Hongkong Lands continue dull at \$122. Shanghai Lands are required for at Tls. 120. Hotel des Colonies have weakened to Tls. 184 and Hongkong Hotels remain quiet at \$145. Humphreys' Estate have been done at \$123 and \$13.

Cotton Mills.—Ewos are in request at Tls. 35. International Mills have been sold at Tls. 36 and Laos-Kung-Mows at Tls. 39. Hongkong Cottons are still in the market at \$164. Cigar Factories.—Sumatras have changed hands at Tls. 70.

Miscellaneous.—Green Island Cements have been booked at \$205 and \$163 for the old and new shares respectively. Bells Asbestos are asked for at \$54 for sales at the rate. China Borneos are offering at \$124. China Providents have been done at \$87 and further shares can be procured. Hail and Holts have been placed at \$97 and have further enquiries. Hongkong High-Level Tramways are wanted at \$210.

No Competition.

THE uniform success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the relief and cure of bowel complaints both in children and adults has brought it into almost universal use, so that it is practically without a rival, and as everyone who has used it knows, is without an equal. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements.

NOTICE.

A. S. WATSON & CO., LIMITED.
ON MONDAY, 12TH JUNE, the following hours of business will be observed in All Departments.
10 A.M. to 1 P.M.
A. S. WATSON & CO., LD.
Hongkong, June 10, 1905. 1138

THE DAIRY FARM CO., LTD.

AUSTRALIAN FROZEN MEATS.

Per lb.
BEEF.—Sirloin, Rump or Porter-house Steak ... 30 cents.
Soup Meat ... 16 "
Various ... 12 "
MUTTON.—Loin Chops ... 32 "
Leg ... 30 "
Rib ... 26 "
Fore Quarters ... 22 "
Breast ... 12 "
LAMB.—Leg, Loin Chops or Hind Quarters ... 34 "
Rib Chops ... 32 "
Fore Quarters ... 28 "
PORK.—Leg or Loin ... 45 "
Chops ... 40 "
Shoulder ... 30 "
NOTES.
Orders received before 8 A.M. can be filled at Noon.
Orders received before Noon can be filled at 3.30 P.M.
Orders received before 3.30 P.M. can be filled first thing the next morning.
Hongkong, June 10, 1905. 1135

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 15th June, 1905, commencing at 2.30 P.M., at the Sales Rooms, DUNDRELL STREET, SEVERAL COLLECTIONS OF POSTAGE STAMPS, mostly in large lots, including some rarities. Terms:—As Customary.
On View from Wednesday, the 14th June, 1905.
Terms:—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, June 10, 1905. 1137

To-day's Advertisements.

TO LADIES!

Ask for and insist on getting

SILVER DISH

Hams, Bacon, Cheese

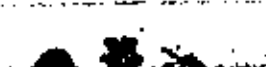
Tinned Provisions.

To be obtained from all respectable dealers in Hongkong.

GEO. & JNO. NICKSON & Co., Ltd., LIVERPOOL, ENGLAND.
Hongkong, January 9, 1904. 20—6

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, COLLARD and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.
LANE, CRAWFORD & CO.
Hongkong, May 13, 1905. 956



NAVY CONTRACTS, 1905-1906.

SEALED TENDERS, in duplicate, will be received by VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, HONGKONG, until Noon, on TUESDAY, 1st AUGUST, 1905, for the supply of CEYLON TEA for the use of H. M. Navy on the China Station. Forms of Tender, and further particulars can be obtained on application. Samples should accompany Tenders. The right to reject the lowest or any Tender is reserved.
VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, Hongkong, June 10, 1905. 1134

Dentistry.

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, CANTON.
March 10, 1905. 613

S. I. E. N. T. I. N. G.

Surgeon Dentist,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1905. 628

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 23, 1904. 1379

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, DES VEXES ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 23, 1904. 1386

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAYES always a FRESH SUPPLY of TURKISH TOBACCO, OUR EGYPTIAN

Shipping.

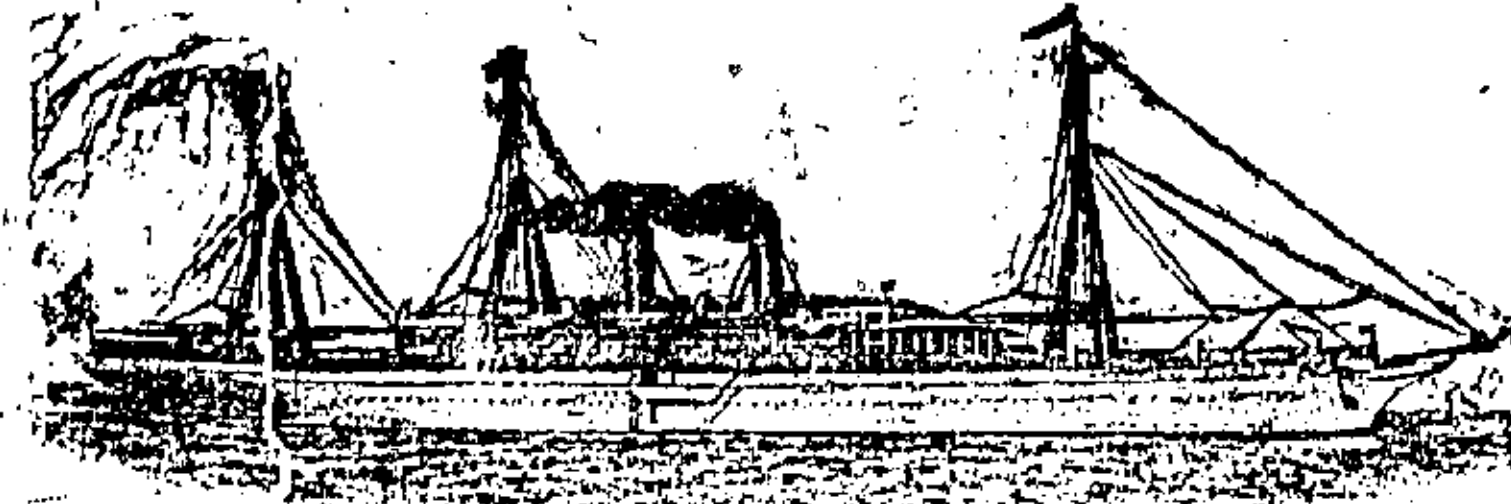
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, MOJI AND KOBE (Passing through the INLAND SEA.)	JAVA	Daylight, 11th June	Freight and Passage.
SHANGHAI	SIMLA	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June	See Special Advertisement
SINGAPORE, COLOMBO & CALCUTTA	BANCA	About 17th June	Freight only.
LONDON & ANTWERP, via Suez, PANG, Cebu Point, SAID AND MADRAGUE	PALERMO	About 27th June	Freight only.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to L. S. LEWIS Acting Superintendent.

P. & O. S. N. Co's Office, Hongkong, June 10, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
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STEAMERS	TONS	WEDNESDAY, June 21	WEDNESDAY, July 6	WEDNESDAY, July 12	WEDNESDAY, Aug. 2	WEDNESDAY, Aug. 9
R.M.S. EMPRESS OF INDIA	6000					
R.M.S. TARTAR	4425					
R.M.S. EMPRESS OF JAPAN	6000					
R.M.S. EMPRESS OF CHINA	6000					
R.M.S. ATHLETIC	3882					

Bangkok to London, 1st Class, via St. Lawrence 260, via New York 282, via Panama 240, via Suez 240.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only at intermediate rates, allowing superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PRINCE STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

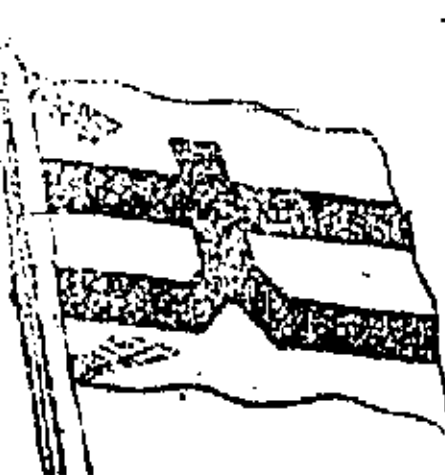
SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPIAIN	TO SAIL AT DAYLIGHT ON
NICOMEDIA	4370	WAGNER	June 20, 1905.
NUMANTIA	4370	BEHNER	July 16, 1905.
ARABIA	4488	METZENTHIN	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 10, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSU, via SWATOW, AND AMOY	PROTEUS	SUNDAY, June 11, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	OLARA JESSEN	TUESDAY, 13th June.
XINPING, via SWATOW AND AMOY	PROMISE	WEDNESDAY, June 14, 10 a.m.
TAMSU, via SWATOW AND AMOY	PRITHVI	SUNDAY, 18th June, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed New Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 9, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
FLADES	3763	F. G. Purinton	About June 30.
SHAWMUT	8606	E. V. Roberts	About July 12.
TREMONT	8606	T. W. Garlick	About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures cleanliness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, May 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	YANGTZE	11th June.
GLASGOW AND LIVERPOOL	FOXTON HALL	15th June.
GLASGOW AND LIVERPOOL	AXAX	23rd June.
GLASGOW AND LIVERPOOL	IDOMENEUS	30th June.
GLASGOW AND LIVERPOOL	SPENOR	7th July.
GLASGOW AND LIVERPOOL	PATOCLE	14th July.
GLASGOW AND LIVERPOOL	KEEMUN	18th July.
GLASGOW AND LIVERPOOL	PAKINGO	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	DEVILON	20th June.
AMSTERDAM, LONDON & ANTWERP	CALCAS	26th June.
LONDON, AMSTERDAM & ANTWERP	HYSON	4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18th July.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	15th August.
GENOA, MARSEILLES & LIVERPOOL	SPENOR	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and YANGETZ	YANGTZE	14th June.
all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	KEEMUN	19th July.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	AXAX	20th June.
	TELEMACHUS	18th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOY & SHANGHAI	FOOCHOW	June 11, Daylight.
SHANGHAI	KUENING	June 11, Daylight.
MANILA	TEAN	13th June.
MANILA, ZAMBOANGA, THURSDAY ISLAND, OOKTOWN, OATINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHUA	13th June.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	YONGHOU	14th June.
SWATOW, WEIHAWEI, CHEROKEE	CHINLI	20th June.
CEBU & LOILO	KAIFONG	22nd June.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 10, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	June 10, at Noon.
RUBI	2540	A. H. Notley	Manila	June 17, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, June 9, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	First half July.	JAVA PORTS.	Second half July.
TJILATJAP	JAVA PORTS.	First half July.	JAPAN, via SHANGHAI.	First half July.
TJIDIAHI	JAPAN.	Second half June.	JAVA PORTS.	Second half June.

S.S. NORDPOL About 15th June.

S.S. INDRAWADI About 25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, May 18, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS TO SAIL 1905.

MONTROSE About June 27.

ST HUGO About July 15.

SHIROGA To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

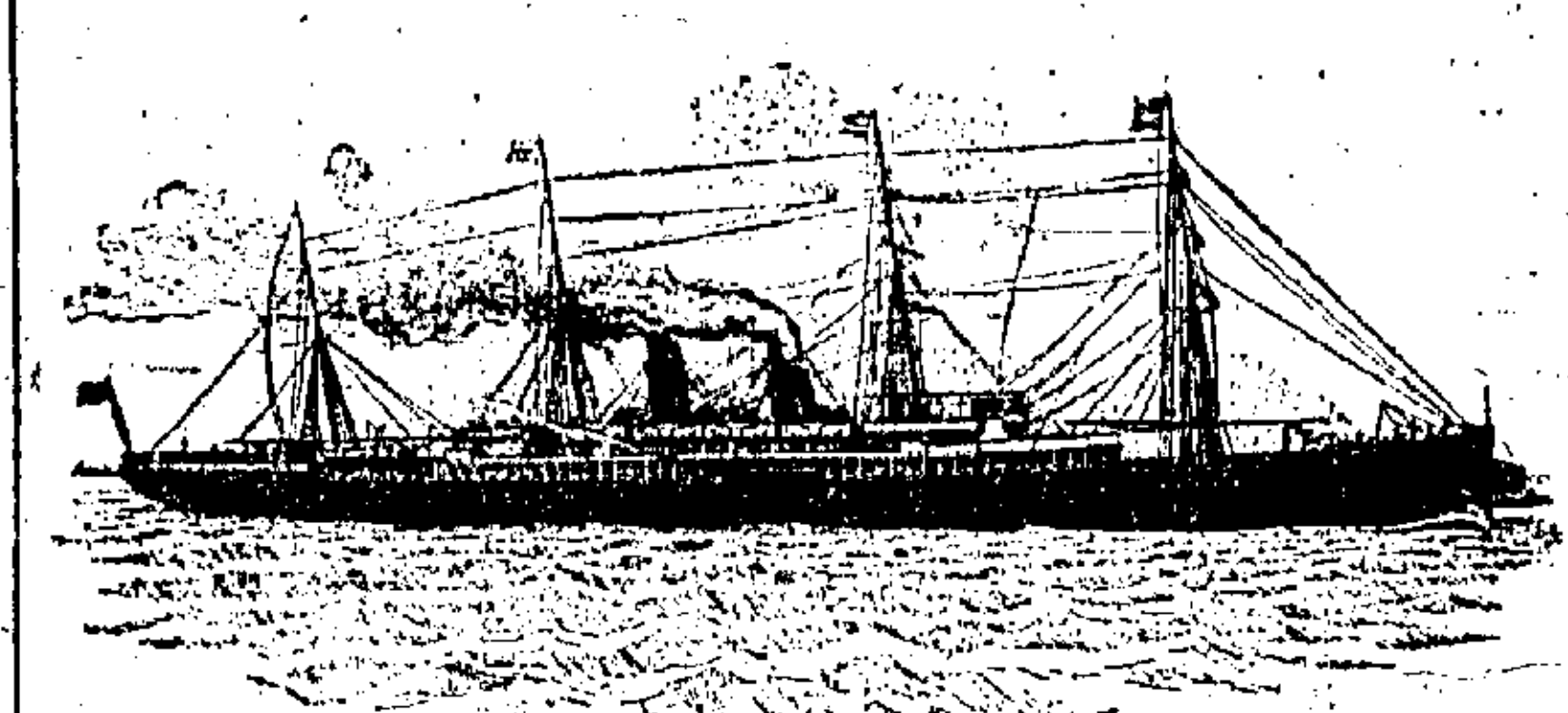
Hongkong, June 9, 1905.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

TO	STEAMERS	TO SAIL
KOREA	11,276 Gross Tons	TUESDAY, 13th June, at Noon.
COPIKI	4,352	THURSDAY, 22nd June, at Noon.
SIBERIA	4,352	THURSDAY, 22nd June, at Noon.
MONGOLIA	13,639	TUESDAY, 13th July, at Noon.
CHINA	5,060	FRIDAY, 28th July, at Noon.
DORIC	4,784	FRIDAY, 11th August, at Noon.
MANCHURIA	13,639	FRIDAY, 18th Aug., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902, 10 days, 15 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 13th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

S. SILVERSTONE, Agent.

Hongkong, May 31, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, via SWATOW, LORANG, SUNDAY, June 11, Daylight.		
SOURABAYA AND SAMA RANG	OHUNSAH	TUESDAY, June 13, at 3 p.m.
SINGAPORE, PENANG, ALBUITA	NAMESAH	WEDNESDAY, June 14, at Noon.
TIENTSIN	WOSANG	WEDNESDAY, June 14, at 3 p.m.
SHANGHAI	KWONGSANG	THURSDAY, June 15, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, June 16, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze River.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

755

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:-

STEAMERS	Captains	TO SAIL
S.S. SWANLEY	J. P. DAWSON	June 11, Daylight.
S.S. GOUTFIELD	J. W. MARTIN	June 13, at 3 p.m.
S.S. ORANLEY	W. E. STEELE	June 14, at Noon.
S.S. IKBAL	M. ROBERTSON	June 15, at 3 p.m.
S.S. ASCOT	O. E. COX	June 16, at 4 p.m.
S.S. LETHIAN	J. G. WILLIAMSON	June 17, at Noon.
S.S. INKUM	E. S. PEARSE	June 18, at 3 p.m.
S.S. SIKH	J. ROWLEY	June 19, at Noon.
S.S. SOPALA	GET SHELHERD	June 20, at 3 p.m.
S.S. INORASHAMA	R. P. CHAVEN	June 21, at Noon.
S.S. INDIRA VILLI	J. CULLINGTON	June 22, at 3 p.m.
S.S. SEALDA	Q. B. BROWN	June 23, at Noon.
S.S. CATHERINE PARK	COX	June 24, at 3 p.m.
S.S. INKULA	DEAN	June 25, at Noon.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 2, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	First half July.	JAVA PORTS.	Second half July.
TJILATJAP	JAVA PORTS.	First half July.	JAPAN, via SHANGHAI.	First half July.
TJIDIAHI	JAPAN.	Second half June.	JAVA PORTS.	Second half June.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India or through D/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 375, Hongkong, June 8, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Company's Chartered Steamship EMMA LUYKEN, Captain MATTHEWS, will be despatched for the above Ports on TUESDAY, the 13th inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co., General Managers.

Hongkong, June 10, 1905.

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department, 4 Des Voeux Road Central.

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904. 2181

OSAKA HOTEL,

NAKANOSKIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. E. A. I. Manager.

December 5, 1904. 2182

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 8th inst., will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, June 6, 1905. 1110

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JAVIA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong Godown at Kowloon, where the Consignee's agent will be ready to receive the same.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me.

Damaged packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

L. S. LEWIS, Acting Superintendent.

Hongkong, June 4, 1905. 1120

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG.

551 Tons, Captain J. McINTYRE, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect service.

Wharf at Hongkong near Harbour Office. First-class fare \$8 each way. Second-class \$4.00 each way. Meals \$1 each. Cargo-Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central.

Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin-Screw Steel Steamer KING CHOW.

1,300 tons, Captain J. P. MARTIN, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect service.

Wharf at Hongkong near Harbour Office. First-class fare \$8 each way. Second-class \$4.00 each way. Meals \$1 each. Cargo-Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central.

Hongkong, April 1, 1905. 700

HONGKONG-MACAO LINE.

S. S. "WING CHAI".

CAPTAIN T. AUSTIN, M.A.N.R. This Steamer departs from HONGKONG on SUNDAYS at 7.30 A.M.; and on MONDAYS at 8.30 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on Sundays at 6.30 P.M.

Fares:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd class 50 Cents. Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1. Return 50 Cents. Single 30 Cents. Return 20 Cents. Storage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG DOY, 81, Queen's Road Central.

Hongkong, June 1, 1905. 1084

For Sale.

FOR SALE.

ONE TEAKWOOD LAUNCH.

Length 6 ft. Breadth 10 ft. Depth 6 ft. Engines 5 ft. x 6 ft. Compound Surface Condensing. For further particulars apply to the Office of "THE CHINA MAIL," Hongkong, June 7, 1905. 1117

FOR SALE.

A MOTOR LAUNCH fitted with a 10 H.P. Motor, Electric Ignition, Kerosene sump, propeller, and other accessories. Fast, Roomy, and very economical. FUEL—any Petroleum. Inspection and Trial by appointment. For particulars, apply to J. W. KEW, c/o Steam Water Boat Co., Hongkong. Hongkong, June 3, 1905. 1093

Auctions.

PUBLIC AUCTION.

Messrs HUGHES and HOUGH have received instructions to Sell by Public Auction, on

TUESDAY, the 13th day of JUNE, 1905, at 3 P.M., at their SALES ROOMS,

VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong viz:—

All that Piece or Parcel of Ground situated at Victoria aforesaid, registered in the Land Office as Lot 600 B Area 37,935 Square feet or thereabouts. Term 997 years. Annual Crown Rent \$70.40; together with the message thereon known as "Greenmount" Bonham Road, Victoria aforesaid.

For further Particulars and Conditions of Sale apply to Messrs JOHNSON, STOKES AND MASTER, Vendor's Solicitors, or to Messrs HUGHES & HOUGH, Auctioneers.

Hongkong, May 31, 1905. 958

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY, the 14th June, 1905, at 3 P.M., on Board, H.M. Screw Store-Ship HUBBER.

Extreme length 245 ft. Extreme breadth 27 ft. 6 in. Displacement 1,640 tons. Horse Power 800. Engines—Bain's compound—Surface Condensing.

Boilers—Two double ended cylindrical return tubular; load on safety valves 70 lbs. Condensers—1 Kitching and 1 Normandy single, distilling 1,800 and 2,400 galls. of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour, with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Chains.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers' also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 4 P.M. (Saturday Sunday excepted).

Inspection orders can be obtained from the Auctioneers.

Terms:—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH, Auctioneers to the Government.

Hongkong, May 31, 1905. 1048

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for account of the CONCERN, on

FRIDAY and SATURDAY, the 16th and 17th June, 1905, commencing each day at 2.30 P.M. sharp, at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Lee House Street.

A VERY FINE COLLECTION OF JAPANESE CHINA AND WORKS OF ART.

Comprising:—SILK-EMBROIDERED PALACE AND TEMPLE LANSCHONS, BED COVERS, CUSHIONS, VERY FINE SAKURA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE, and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER ORNAMENTS, IVORY CARVINGS, GOLD LACQUERED CHAIRS, &c., &c.

Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, June 9, 1905. 1133

PUBLIC AUCTION.

BY ORDER of the Trustee in Bankruptcy Messrs HUGHES & HOUGH have been instructed to Sell by Public Auction, on

MONDAY, the 19th day of June, 1905, at 3 o'clock in the afternoon, at their Auction Rooms, No. 8, Des Vœux Road Central.

THE VALUABLE LEASEHOLD PROPERTY known as Nos. 2 and 3, P. W. T. LASS, registered in the Land Office as the remaining portion of SECTION C OF INLAND LOT No. 62, held for a term of 999 years from the 24th day of February, 1892.

Annual proportion of Crown Rent \$17.61. Area 1516 square feet, or thereabouts. The property is let for \$95 a month. Particulars and Conditions of Sale may be obtained from

Mr. JOHN HASTINGS, No. 38, Queen's Road Central, The Vendor's Solicitor; or of Messrs HUGHES & HOUGH, The Auctioneers.

Hongkong, June 8, 1905. 1122

Intimations.

HUMPHREYS' ESTATE & FINANCE CO., LD.

THE SHARE CERTIFICATE No. 67 for Eighty-seven Shares Numbered 103730-103816 inclusive on which the sum of \$2500 has been paid up, and which are standing in the Register in the name of JOHN KOYLE of Hongkong, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandria Buildings, Des Vœux Road, Victoria Hongkong, on or before 31st JULY, 1905, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 6, 1905. 1104

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE Certificate No. 4904 for 28 Shares in the above Company numbered 3381 to 3388 inclusive standing in the Register of Shareholders in the name of TONG SHOU PANG having been lost, it is thought in the destruction of the Steamship Yuen Wo by fire in the Yangtze River on or about the 24th ultimo, NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said twenty-eight Shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.

JAMES WHITTALL, Secretary.

Hongkong, May 27, 1905. 1046

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE Certificate No. 4903 for 27 Shares in the above Company numbered 3389 to 3410 and 15891 to 15895 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been lost, it is thought in the destruction of the Steamship Yuen Wo by fire in the Yangtze River on or about the 24th ultimo, NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said twenty-seven Shares will be issued at the expiration of one calendar month from the date of this notice, and that the original certificate will, unless produced within that period, be thereafter held by this Company as null and void.

JAMES WHITTALL, Secretary.

Hongkong, May 27, 1905. 1045

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE Certificate No. 2433 for 25 Shares in the above Company numbered 14306 to 14330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, also the Certificate No. 2434 for 25 Shares in the above Company numbered 14331 to 14355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been lost, it is thought in the destruction of the Steamship Yuen Wo by fire in the Yangtze River on or about the 24th April, 1905, NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said fifty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.

DOUGLAS LARRAIK & CO., General Managers, Douglas Steamship Co., Ltd.

Hongkong, May 30, 1905. 1081

Contractors.

QUONG YICK,

CONTRACTOR AND HOUSEBUILDER, No. 27, QUEEN'S ROAD EAST.

CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.

Hongkong, March 20, 1905. 623

HUNG SHING,

BUILDING CONTRACTOR, No. 37, D'AGUIAR STREET.

CONTRACTOR TO H.B.M.'s GOVERNMENT, &c., &c. H.B.M.'s GOVERNMENT, &c., &c. Hongkong, March 23, 1905. 623

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Hongkong, February 20, 1905. 334

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Hongkong, March 22, 1905. 614

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Hongkong, February 16, 1905. 337

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No. 25, PRAYA EAST, WANCHAI. Call Flag C. Hongkong, February 18, 1905. 356

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C. CHUNG HEE, Manager. Hongkong, March 20, 1905. 592

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CONTRACTORS & HOUSEBUILDERS, No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to Mr. ANDREW TSANG WING. Hongkong, February 12, 1905. 358

TUNG ON,

CONTRACTOR AND BUILDER, No. 26, D'AGUIAR STREET.

CONTRACTOR TO H.B.M.'s Government, &c., &c. Communications please address to Mr. TAM SENG. Also, every kind of Building Materials for Sale.

Hongkong, March 23, 1905. 624

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Hongkong, March 10, 1905. 610

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Hongkong, March 8, 1905. 460

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Hongkong, February 13, 1905. 307

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BLACK SMITH AND CAULKER. Office at 374, Des Vœux Road West. Workshop at YAUMATEI. Hongkong, March 22, 1905. 619

AH-PONG.

SHIP AND HOUSE PAINTER, GLASS, GRASS, AND SCRAPES, CAULKER AND CARPENTER.

No. 44, DES VŒUX ROAD CENTRAL. Hongkong, February 20, 1905. 363

KANG ON & CO.

BUILDERS AND CONTRACTORS, No. 30, D'AGUIAR STREET.

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Hongkong, March 10, 1905. 615

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